

'M' Street SE Grade Separation Project

Project Information Bulletin

October 2009



Visualization of the Proposed 'M' Street Undercrossing

This project is located in Auburn on 'M' Street SE between the intersections of 4th and 6th Streets SE in the vicinity of the SR 18 overpass, and the Burlington Northern Santa Fe (BNSF) Railway's Stampede Pass rail crossing. Vehicular traffic along "M" Street SE is projected to operate below acceptable levels by the year 2030 at this location. The project will separate 'M' Street SE from the at-grade crossing by lowering 'M' Street under the rail line. The project will improve traffic flow and safety for vehicles, pedestrians, and bikes.

PROJECT PURPOSE

The primary purpose and benefits of the project include:

- Alleviating existing and forecasted traffic congestion
- Improving safety and access for the traveling public
- Increasing the region's rail freight mobility through separation of train traffic from vehicular traffic

PROJECT SCHEDULE

Pre-Design Study	Completed in Dec. 2002
Design and Environmental	2008 to 2010
Right-of-Way Acquisition	Dependent on Funding
Construction	Dependent on Funding
Ribbon Cutting	Dependent on Funding

RECENT PROGRESS

The project development is moving forward. The City hired a consultant, CH2M HILL, in October 2008, and the design and environmental documentation work is underway. Preliminary design is underway, and the City is gathering feedback from the community on the design.

WHO TO CONTACT FOR MORE INFORMATION?

For more information, please contact:

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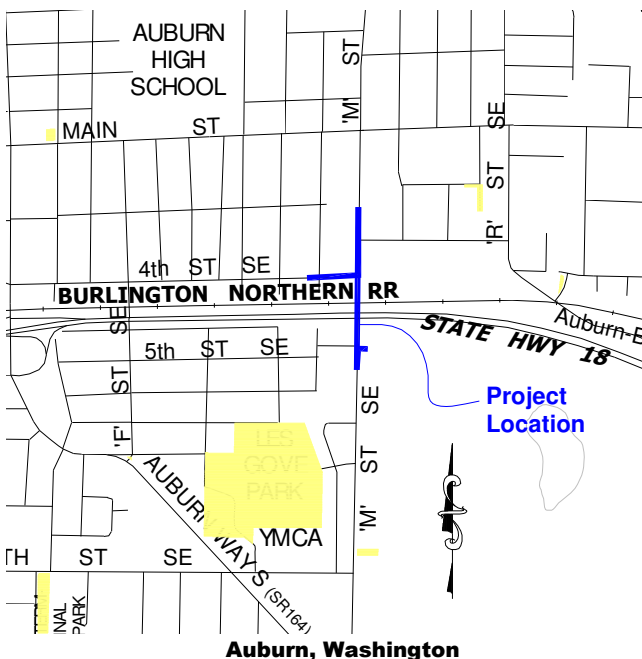
Also visit our web site at: www.ci.auburn.wa.us

BACKGROUND INFORMATION

In 1996, when BNSF decided to re-open the Stampede Pass line, the City of Auburn began looking at the need for improvements to alleviate additional congestion from the use of the rail line. As part of this effort, the City along with other agencies in Washington began to develop a regional policy to improve freight mobility. This effort has become the *Freight Action Strategy* Corridor or 'FAST' Corridor. Through this partnership of the State, Federal, Local, Port and Railway jurisdictions, a number of significant projects have received funding to help separate vehicle and freight traffic, thus, improving the regions overall mobility and helping to maintain the regions economy. The City of Auburn has successfully completed two 'FAST' projects on 3rd Street SW in downtown and on S 277th St in the north end.

In late 2002, after an evaluation of alternatives, the City selected a preferred alignment for the M Street SE Grade Separation project and completed a Pre-Design Study identifying potential impacts of the project and providing budget level costs.

PROJECT VICINITY MAP



PROJECT FUNDING

Funding for this project is expected from multiple sources; including federal, state, and local. The City is currently updating the project cost estimate and working to secure the remaining funding needed for the project.

SCOPE OF THE PROJECT

The current plan for the project includes the following:

- ✓ Construction of new underpass for 'M' Street SE and the Rail tracks
- ✓ Widening of 'M' Street SE to allow for 2 lanes in both directions and for left turn movements
- ✓ Accommodation of non-motorized traffic including sidewalks and bike lanes
- ✓ Stormwater detention and treatment facilities
- ✓ Landscaping and visual treatments to enhance the look and feel of the project

PRELIMINARY DESIGN

The preliminary design is based on raising the BNSF Railroad tracks at 'M' Street approximately 4 feet. The raising of these tracks will reduce the depth that 'M' Street will need to be lowered to allow a minimum clearance under the proposed railroad bridge. The road surface must be at least 16.5 feet below the railroad bridge to allow clearance for tall trucks on M Street. The intersection of 4th/'M' Street SE will be depressed approximately 7 feet from its current grade, and 6th/'M' Street SE intersection will be depressed approximately 3 feet from its current grade. This alternative minimizes the impacts to adjacent property owners significantly.

The City is currently working with CH2M Hill to update the preferred alternative from the Pre-Design Study completed in 2002. Preliminary Design was developed in August 2009, and the City is gathering feedback at this stage. Further work to study and design the Phase 2 portion of this project, the Auburn Black Diamond By-Pass Road, has been delayed pending the outcome of the WSDOT SR164 By-Pass Study and related future SR18 interchange plans.